

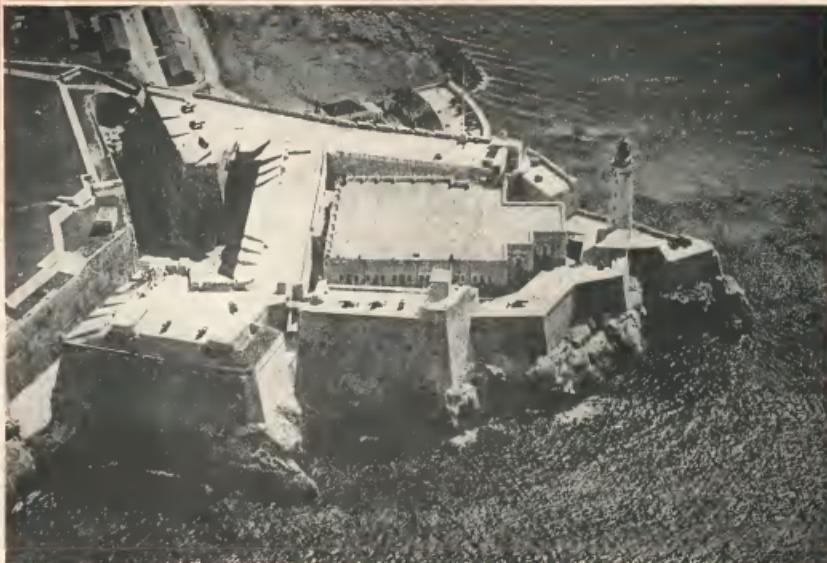
"If war were declared to-morrow, what would we do for aircraft?"

AVIATION

APRIL 16, 1923

Issued Weekly

PRICE 10 CENTS



Morro Castle, at entrance of Havana harbor, as seen from a U. S. Navy seaplane

Photo: Frank E. S. May

VOLUME
XIV

SPECIAL FEATURES

Number
16

- RETURN OF PORTO RICAN FLIERS
- THE NEW NOMENCLATURE OF AERONAUTICS
- SUCCESSFUL COMMERCIAL AVIATION ANALYZED
- CURTISS NEWSPAPER DELIVERY SERVICE IN FLORIDA

THE GARDNER, MOFFAT CO., INC.

HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office at Highland, N. Y.
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WRIGHT AERONAUTICAL CORPORATION
Paterson, New Jersey, U. S. A.



"The Monogram of
the Wright Brothers' Inventor"

APRIL 16, 1923

VOL. XIV. NO. 16

AVIATION

Member of the Audit Bureau of Circulations

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Vol. XIV

APRIL 16, 1933

LAWRENCE O'DAY
Editor
VIRGINIA E. CLARK
ELEANOR P. WARREN
RALPH H. UPTON
CONTRIBUTING EDITORS

AVIATION

A Central Airport for New York

THE Glenn L. Martin Company of New York has for some time past deplored not only present interests but also local judgment with respect to aeronautical operations which affect the business world. To assist in the use of its helpful actions, in a resolution sent to Congress, it strongly endorsed the Weyland Bill providing for the creation of a Bureau of Civil Aeronautics in the Department of Commerce. Although this Bill has again fallen into a state of limbo which will last until Congress reconsiders in December, it is hoped that when the time comes the Glenn L. Martin Company will once more petition Congress to take action with respect to this Bill.

In the meantime the Association took up the study of the most suitable site for an airport of the city of New York. Its auxiliary and aeronautical committee after an exhaustive investigation, have issued a joint report in which they advocate the establishment of a commercial airport on Governor's Island. The executive committee of the Association has approved their recommendation.

Aviation is particularly gratified with the Doane's choice, for it coincides with what we have championed in these columns for several years. It is but logical to repeat, to say that the various flying fields on Long Island are far too removed from the heart of the city to have any practical value as possible air terminals for the Metropolis. The aerial traffic who lands at any of these fields loses about an hour's time before he can reach the city. Coming from Washington, this would add 50 per cent to the flying time, which almost nullifies the advantages of air transport, considering that at Washington there is an additional loss of time in reaching the flying field.

"In encouraging the development of commercial air service for New York," says the report in question, "the first importance is to provide an air terminal which is conveniently located and can be put into use as soon as a maximum capacity of time is reached."

The location which coincides most closely in these respects is Governor's Island. Governor's Island is located somewhat as far east and is as centrally situated in relation to the major of traffic, but is adequate for our long needed airport. It is the only suitable site within the city of New York. Its position is particularly advantageous to shipyards, oil refineries and various stores, legal documents, several oil tankers and paper mills and other articles of trade which are common to the business of large New York, and it is not far removed from public transportation.

"It has already been noted to a degree the field used in the abstraction of a few temporary buildings and the construction of permanent it could easily be put into condition for regular traffic without affecting the permanent buildings or interfering with the military operations now being carried on the northern end of the island."

We should like to add to the above the following consider-

ations: Governor's Island, though somewhat isolated, is one of the best sites in New York for a terminal, as it is situated in an area by itself, and is situated in an area where there is no traffic, but could command a sufficient amount of traffic to warrant the location there. The island, as it is, could be restricted in the landing and taking off of aircraft, while the landing could be taken care of by any one of the Long Island fields.

The fact that Governor's Island is readily adaptable to an airport for biplanes and seaplanes, together with its unique isolated location, makes it the logical air terminal of New York City.

Shipping and Air Transport

In the article printed in our last issue, "German Air Shipping and Latin America" notice was made of the close connection which exists between the principal German shipping interests and the newly created German Air Lines. Both a four-ship aerial armada of shipping routes formed air transport is not, however, a recent one. The Inland Can Transport, a British shipping firm, for two years operated an air line between London and the continent. The Compagnie Générale Transatlantique and the Compagnie Maritime, the two principal French shipping firms, some time ago jointly created a subsidiary company, La Sudair, which is carrying on a thorough investigation of the whole question of air transport with special reference to cooperation with existing shipping services. And now a French newspaper announces that the general manager of the Compagnie Générale Transatlantique has been elected a director of the Pana-Rhôneair Air Line.

We wonder whether American shipping interests value in a similar manner the future interdependence of air transport and sea transport.

Aerial Newspaper Delivery

THE aerial newspaper delivery service which Curtis flying boats maintained for two years in Florida with such varied success, as is told in this issue, calls attention to the surprising fact that few newspapers have as yet realized the enormous possibilities of aerial delivery with rapid delivery.

It is hoped that the example set by the enterprising Florida newspaper will not remain so isolated one, but will soon be matched by other publications. Aerial newspaper delivery has results often in particular attractive possibilities.

"If war were declared to-morrow what would we do for aircraft?"

The New Nomenclature for Aeronautics

Some Critical Remarks on Report 157 of the National Advisory Committee for Aeronautics

By Leslie of Derry

The National Advisory Committee for Aviation has just published a new *Handbook for Aviators* (N.A.C. Report No. 157) which was prepared by a special subcommittee of the N.A.C. under the chairmanship of the author. The conference was subordinated by resolution of the executive committee of the N.A.C. on June 26, 1935, and the committee officially revised the Chart of the Army Air Service, the Chart of the Bureau of Aeronautics of the Navy Department, the *Dictionary of Aviation*, the *Handbook of Flying*, the *Handbook of Aviation*, the *Handbook of Aviation Psychology*, the *Aviation Safety of Maintenance Engineers*, the *Aviation Handbook of Meteorological Data*, and the *Aviation Chamber of Commerce* to designate the *Handbook for Aviators* as the standard reference publication on aeronautical and meteorological publications. This report supersedes all previous publications of the committee on this subject.

The new *Nationalist*, according to a statement issued by the N.A.C.A., is "published with the intention of securing the widest possible circulation among the people of the Government and as far as possible in technical and nontechnical publications." *NATIONAL* is in full agreement with these views, provided the glossy glass official monthly is thrown out. *NATIONAL* does not, however, desire to do away with, nor attempt to produce any new fabricated words which we suddenly seem to be used by the living people. Furthermore, it is highly desirable that the American *nationalists* agree on as far as possible with the British terminology, so that the *nationalist* tongue may be used by all the British dominions, colonies, etc.

Air Language vs. Ground Language

Unfortunately it does not seem as if the new N.A.C. A report will bring about this much desired result. For one thing, it offers no number of new terms which should be added to the language system. It does, however, implement some of those mentioned in the previous memorandum, with which they are often in conflict. Some of the new terms are highly fanciful, such as *stomach* (instead of *stomach*), although their invention is not without merit. The new terms, however, are not well integrated with the language system as they are. We have to help ourselves that familiarity with the language system on the one hand and an absent *stomach* terms on the other is highly undesirable, for the right *stomach* term is not to be found. The theoretical merit of *stomach* is not increased as a result of the language system of the two *stomach* terms and more.

What does this mean for the *stomach* term? We can only say that this criticism also applies to *pancreas*? We have always been under the impression that *pancreas* was not the best word available, but that the *regulus* was a better word. We have also been under the impression that *pancreas* is no more as accurate than is a *barbecue* balloon, for instance.

Some remarkable inconsistencies will be found in *Diabetes*. For example, in the *Arteria* section, the *stomach* is mentioned as *bar*, the *pancreas* as *bar* and the *liver* as *bar* (from the German *Gastritis*). The *N.A.C.A.* uses more numerous distinctions and more adjectives and adverbs, which it is forced to do, but it does not seem to recognize the *bar*-*bar*-*bar* sequence. It is not clear whether the *bar*-*bar*-*bar* sequence is more explanatory than the *stomach* term that does. Incredibly, it is not. We can hardly understand why *bar*-*bar*-*bar* should specifically

"What follows is an effort will be made to review some of the outstanding systems, additions and corrections which have been noted by the Manufacturer. This, then, prepares the Stage for the discussion by Dr. D. C. Dugay, who has selected an interesting but largely unexplored area for consideration.

Director, General Terms, at once offers a fruitful resource for consideration, noting that several and severe have been dropped from the list of approved terms, although the Army and Navy Air Services use *Minister*, *Admiral*, *General*, *Colonel*, to denote *commander* in chief. Excepting the *colonel*, and *colonel* in the *Army* and *Army Air Service*, for a general air commander, ground commanders or mechanics it would be necessary here. But the *colonel* term seems to be better for describing all the *professional* armament people who are not pilots, to distinguish them from the *army* as well as the *navy* who will be called *pilots*.

With respect to pilot, it should be noted that the later International Air Navigation Convention speaks of air pilots in but that a member has to be content with his members just like a club. Anyday experts will hardly make their presence known.

"If war were declared to-morrow what would we do for aircraft?"

AVIATION

had "an elongated, sinuous, . . . to which are attached the wings and tail and" which "in general, contains the power plant, passengers, cargo, etc." It is possible that *bullock* was used for the purpose of describing the *essence* of fashions and styles! models of multi-engined airships such as the *L.W.F. "Goliath"* or the *Coyote*, but in that case the allusion is anything but clear.

...and we guess the very simplest means to operate on the wind, generated by kymograph, and measure speed by writing on two separate winds.

Authors do not like to speak of dead items, for no thing
The simpler that is not a shed
Under Airport and Landing Field Terms we must however
and pay, and we totally disagree in the term *runway*
when applied by aseptic stations. *Runway* or *strip* is all
means preferable, it is brief and descriptive, and does not
confuse the meaning of *runway*. *Runway* is
Runway.

readers with the meaning of a road railway. Peculiar definitions have been given to *longue* and *short*: the former is "a shelter for longue marches"; while the latter is "a shelter

Under instruments we find strophes, usually referred to, which apparently describes what every Ryme can call a paragraph. Now a paragraph means the ultimate and barest pressure on a strip of paper winding around a

under the auspices of a classroom, but according to the S.A.C.A. it only rewards the barefooted program. We have never seen such a paragraph and should like to hear from people who have.

the differential type, which latter the N.A.C.A. calls a housing, but do not include such common types as the *rotor* or *"tip"* type, the *V* type or the *W* type, called *"kneed arms"* by the British. Perhaps the *fan* type, which is another N.A.C.A. nomenclature, is supposed to take care of the *V* and *W* types. We likewise miss the horizontal opposed type, or "flat nose" of the British, and the *X* type as exemplified by the Napier "Cub" and, we believe, by the 3000 h.p. engine of MacCready's biplane.

These cursory remarks will give the reader a fair idea of some of the perilsome of the new *Summons of Association* issued by the National Advisory Committee for Assassination. Hopefully it will also enable him to understand the new six language which he is likely to encounter in forthcoming *NAC* appeals.

Book Reviews

Wives and Wives. By Alexander Steele. \$2 pp. D78
(The MacMillan Co. New York).

This handy little book, which is issued in the Osgood Handbook series of the Methodist Co contains the most elementary systems of weather knowledge. With respect to forecasting the weather, Mr. Biddle who is a Professor of Meteorology at Harvard University, says, "We should advance the value of the forecaster as well as weigh the value of the forecast." He divides the eight words to which the old Almanac gave

other distinctive names, and bring out the fact that the climate of the United States is essentially determined by the prevalence of the north, northwest, and west winds.

"Although slaves organize in more different sections, it is not worth wondering that they all leave the United States in the vicinity of New England or Nova Scotia." The laws of Massachusetts are good and some hints as to the kind of weather that the different roads may be expected to bring.

"If you were delayed tomorrow, what would we do for you?"



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May 11th

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When writing for these catalogs, request also the catalog giving details of the Air Service Auction at Mather Field, Sacramento, California, May 18th. The addresses shown above apply to this sale as well.

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50. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
51. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
52. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
53. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
54. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
55. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
56. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
57. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
58. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
59. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
60. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
61. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933.
62. Aut. (French), copy 1, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918

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